

FREE WORLD SHIPPING LEGISLATION VIS-A-VIS COMMUNIST CHINA

I. Direct Controls

UNITED STATES

United States Department of Commerce Transportation Order T-2, December 16, 1950, prohibits vessels under United States registry from calling at ports in Communist China or any ports under the control of Communist China.

GREAT BRITAIN

Effective March 31, 1953, the Control of Trade by Sea Order, 1953, prohibits vessels under British registry from calling at ports in Communist China and North Korea unless an individual license has been granted for the voyage of the ship by the United Kingdom Government. Such licenses are only granted on condition that no strategic goods, as listed in the license, consigned to China or North Korea, are carried.

CANADA

Effective April 20, 1953, the Control of Trade by Sea for Mainland China and North Korea Order, 1953, prohibits Canadian registered vessels from calling at ports in Communist China and North Korea unless an individual license has been granted for the voyage by the Minister of Transport.

FRANCE

Although no specific legislation has as yet been promulgated, the French Government has indicated its decision to establish a system of voyage licensing similar to that of Great Britain and Canada.

NETHERLANDS

Although no specific legislation has as yet been promulgated, the Netherlands Government has indicated its decision to establish a system of voyage licensing similar to that of Great Britain and Canada.

NORWAY

Although Norway has not promulgated voyage licensing legislation, the Norwegian War Risk Insurance has refused to insure ships carrying strategic cargoes to Communist China and North Korea.

Greece

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GREECE

Effective March 17, 1953, the Greek ^{CIL}Consul~~er~~ of Ministers Act 204, March 17, 1953 and Law 2317, March 17, 1953, prohibit Greek registered vessels from calling at ports in Communist China and North Korea.

HONDURAS

On December 22, 1950, the Republic of Honduras issued Consular Circular Number 18, prohibiting calls at Chinese ports by vessels under Honduran registry. This Circular was amended January 27, 1951, to specify "Communist China" ports.

LIBERIA

On July 23, 1951, Liberia issued its Regulation Number 1-51, prohibiting the unauthorized sale, charter, lease, or delivery of Liberian registered vessels for the transport of strategic cargo to Soviet Bloc countries, including Communist China and North Korea.

PANAMA

On August 18, 1951, the Republic of Panama issued its Decree Number 631, prohibiting calls at Communist China and North Korea ports by vessels of Panamanian registry. The Decree further prohibits the transport of war materials suspected to be ultimately destined for Communist China and North Korea.

COSTA RICA

On January 26, 1952, the Department of Commerce of the Republic of Costa Rica issued an announcement to Costa Rican shipowners, their captains and agents, advising them of recent legislation prohibiting calls at Communist China and North Korea ports by vessels of Costa Rican registry. In addition, this legislation prohibits the transport of strategic materials to Soviet Bloc countries, as well as the transport of such materials ultimately destined for Soviet Bloc countries. A further provision of this legislation requires Government approval of all chartering contracts.

II. Indirect Controls

A. Bunkering

This topic is fully discussed in a paper prepared by the Department of the Treasury.

B. Chartering - "Formosa Clause Principle"

The United States Government recently decided that US Government charters of foreign flag vessels should include agreement by the owner that the vessel will not enter any Communist Far East port or place within sixty days after discharge.

*What carry goods
to Formosa?*